

King Edmund  
Rpt. C.11.  
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32505  
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WRECK BAY  
No. 168-3 32596  
Index. No.  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having complete shell deck with Tonnage opening.

(Type of Superstructures.)

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<u>KING EGBERT.</u>	<u>British London.</u>	<u>149979.</u>	<u>4535.</u>	<u>1928-1</u>

Moulded Dimensions: Length 400 Breadth 54.5 Depth 26

Moulded displacement at moulded draught = 85 per cent. of moulded depth 10700 tons

Coefficient of fineness for use with Tables 777

Port of Survey London.

Date of Survey 20<sup>th</sup> & 21<sup>st</sup> July 1932.

Name of Surveyor J. A. Allan

Particulars of Classification +100A1 with Freeboard 3.32.  
S.S. Shl. Not 32

<b>Depth for Freeboard (D)</b>	<b>Depth correction</b>	<b>Round of Beam correction</b>
Moulded depth ... .. <u>26.00</u>	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) <u>54.5</u>
Stringer plate ... .. <u>.03</u>		Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>13.08</u>
Sheathing on exposed deck	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Ship's Round of Beam = <u>13.50</u>
$T \left( \frac{L-S}{L} \right) =$	<u>(26.67-26.03) 3.0 = -1.92.</u>	Difference <u>.42</u>
Depth for Freeboard (D) = <u>26.03</u>	If restricted by superstructures	Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <u><math>\frac{.42}{4} \times .0063 =</math> <u>NIL</u></u>

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ... ..	<u>34.25</u>	<u>34.25</u>	<u>8.7</u>		<u>34.25</u>	Standard Height of Superstructure <u>7.50</u>
„ overhang ... ..						„ „ R.Q.D. <u>✓</u>
R.Q.D. enclosed ... ..						Deduction for complete superstructure <u>42.00</u>
„ overhang ... ..						Percentage covered $\frac{S}{L} =$ <u>100</u>
Bridge enclosed ... ..						„ „ $\frac{S_1}{L} =$ <u>99.37</u>
„ overhang aft ... ..	<u>360.75</u>	<u>360.75</u>	<u>8.7</u>		<u>360.75</u>	„ „ $\frac{E}{L} =$ <u>99.37</u>
„ overhang forward ... ..						Percentage from Table, Line A. <u>99.22</u>
F'cle enclosed ... ..						(corrected for absence of forecastle (if required))
„ overhang ... ..						Percentage from Table, Line B.
Trunk aft ... ..						(corrected for absence of forecastle (if required))
„ forward ... ..						Interpolation for bridge less than .2L (if required)
Tonnage opening aft ... ..	<u>5.0</u>	<u>2.50</u>	<u>8.7</u>		<u>2.50</u>	Deduction = <u>-41.67</u>
„ „ forward ... ..						
Total ... ..	<u>400.00</u>	<u>397.50</u>			<u>397.50</u>	

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ... ..	<u>50.00</u>	<u>1</u>		<u>50.00</u>	<u>54.00</u>	<u>68.40</u>	<u>1</u>		<u>68.40</u>	Mean actual sheer aft = <u>Excess</u>
$\frac{1}{2}$ L from A.P. ... ..	<u>22.25</u>	<u>4</u>		<u>89.00</u>	<u>23.30</u>	<u>30.44</u>	<u>4</u>		<u>121.76</u>	Mean standard sheer aft = <u>Excess</u>
$\frac{2}{3}$ L „ ... ..	<u>5.50</u>	<u>2</u>		<u>11.00</u>	<u>5.82</u>	<u>7.52</u>	<u>2</u>		<u>15.04</u>	Mean actual sheer forward = <u>Excess</u>
Amidships ... ..		<u>4</u>					<u>4</u>			Mean standard sheer forward = <u>Excess</u>
$\frac{2}{3}$ L from F.P. ... ..	<u>11.00</u>	<u>2</u>		<u>22.00</u>	<u>11.35</u>	<u>12.97</u>	<u>2</u>		<u>25.94</u>	Length of enclosed superstructure forward of amidships = <u>7 c.s.s.</u>
$\frac{1}{2}$ L „ ... ..	<u>44.50</u>	<u>4</u>		<u>178.00</u>	<u>45.40</u>	<u>52.46</u>	<u>4</u>		<u>209.84</u>	„ „ aft of „ = <u>7 c.s.s.</u>
F.P. ... ..	<u>100.00</u>	<u>1</u>		<u>100.00</u>	<u>103.5</u>	<u>117.90</u>	<u>1</u>		<u>117.90</u>	
Total ... ..				<u>450.00</u>					<u>558.88</u>	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{108.88}{18} (.75 - .50) = -1.51$

If limited on account of midship superstructure.

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.

<b>Deduction for Tropical Freeboard.</b>	<b>Deduction for Fresh Water.</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient <u><math>\frac{777+68}{136} = \frac{1457}{136}</math></u>
Depth to Freeboard Deck = <u>26.03</u>	$\Delta =$ <u>11463</u>	Depth Correction ... .. <u>-1.92</u>
Summer freeboard = <u>2.62</u>	Tons per inch immersion at summer load water line	Deduction for superstructures ... .. <u>-41.67</u>
Moulded draught (d) = <u>23.41</u>	T = <u>45.26</u>	Sheer correction ... .. <u>-1.51</u>
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40T}$ inches	Round of Beam correction ... .. <u>-</u>
Winter freeboard = $\frac{d}{4}$ inches = <u>5.85</u> $5\frac{3}{4}$	= <u>6.33</u>	Correction for Thickness of Deck amidships ... .. <u>-</u>
Addition for Winter North Atlantic Freeboard (if required) = <u>NIL</u>	<u>6 1/4</u>	Other corrections, scantlings, etc. ... .. <u>-</u>
		<u>-45.10 -45.10</u>
		Summer Freeboard = <u>31.50</u>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ... ..	<u>12</u>	Tropical Fresh Water Freeboard ... ..	<u>2 - 7 1/2</u>
Fresh Water Line „ „ ... ..	<u>6 1/4</u>	Fresh Water „ „ ... ..	<u>1 - 7 1/2</u>
Tropical Line „ „ ... ..	<u>5 3/4</u>	Tropical „ „ ... ..	<u>2 - 1 1/4</u>
Winter Line below „ „ ... ..	<u>5 3/4</u>	Winter „ „ ... ..	<u>2 - 1 3/4</u>
Winter North Atlantic Line „ „ ... ..	<u>5 3/4</u>	Winter North Atlantic „ „ ... ..	<u>3 - 1 1/4</u>

23 JUL 1932



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
Shelter deck					Upper decks					
Description of Hatchway	1	2	3	4	5	1	2	3	4	5
Dimensions of Hatchway	29'3" x 20'	30' x 20'	27'6" x 18'	30' x 20'	30' x 20'	29'3" x 20'	30' x 20'	10' x 18'3"	30' x 20'	30' x 20'
COAMINGS	Height above Deck	30"	Similar to No 1 Hatch.			9'3 1/2" x 20'	Similar to No 1 Hatch.			
	Thickness	4A				4'3 1/2" x 20'				
	Sides	4A				B.A.				
	Stiffeners	7" B.A.				✓				
HATCH BEAMS	Brackets, Stays	3 B. Plates								
	Number	6	6	5	6	6	6	1	6	6
	Spacing	4'-2"	4'-4"	4'-7"	4'-4"	4'-4"	4'-2"	4'-4"	5'-0"	4'-4"
	Scantling and Sketch	16 1/2" x 3A	16 1/2" x 3A	15" x 3B	16 1/2" x 3A	16 1/2" x 3A	16" x 3A	16" x 3A	15 1/2" x 3A	16" x 3A
FORE AND AFTERS		4 x 3 x 4A	4 x 3 x 4A	4 x 3 x 4A	4 x 3 x 4A	4 x 3 x 4A	4 x 3 x 4A	4 x 3 x 4A	4 x 3 x 4A	4 x 3 x 4A
	Bearing Surface	4"	4"	4"	4"	4"	4"	4"	4"	4"
	Number									
	Spacing									
HATCH COVERS	Unsupported Lengths									
	Scantling* and Sketch									
	Bearing Surface									
	Material	W.P.				W.P.				
HATCH COVERS	Thickness	2 3/4"	Similar to No 1 Hatch.			2 3/4"	Similar to No 1 Hatch.			
	How fitted	F.A.				F.A.				
	Bearing Surface	3 1/2"				3 1/2"				
	Spacing of Cleats	24"	Similar to No 1 Hatch.			24"	Similar to No 1 Hatch.			
Number of Tarpaulins		3				2				
*Are wood fore and afters steel shod at all bearing surfaces? <input checked="" type="checkbox"/> Are battens and wedges efficient and in good condition? <input checked="" type="checkbox"/> Are tarpaulins in good condition and in accordance with rule requirements? <input checked="" type="checkbox"/> Are lashings provided in accordance with rule requirements? <input checked="" type="checkbox"/>										

Particulars of fiddle, funnel and ventilator coamings:—

Funnel & vent coamings, skylights & strongly constructed & in efficient condition.

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways:— On Shelter deck aft, Strong steel house 10'0" x 7'0" x 6'0", plating .28 stiffeners 3 x 3 x 32, with 2 wood doors 4'3" x 24" sill 12" operated both sides.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:— On Shelter deck 2 vents 9" dia. coamings 30" x 3A to steering gear. 1 " 1A " " 30" x 3A " tunnel escape. 7 " 6" " " 30" x 3A " crew space aft. All vents fitted with wood plugs & canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:— On Shelter deck 1 C.I. air pipe 2 1/2" dia. 24" high to fore peak tank. 1 " " 2" " 24" " " D.B. tank. 24 " " 4" " 24" " " " deep tanks. 2 " " 3" " 24" " " deep tanks. 6 " " 2" " 23" " " D.B. tanks. 4 " " 2" " 23" " " " " 3 " " 2" " 23" " " " " 1 " " 2 1/2" " 24" " " aft peak tank. All air pipes fitted with canvas covers.

Particulars of Gangway Cargo and Coaling Ports:—

None.





Particulars of Scuppers and Sanitary Discharge Pipes:—

All scuppers from upper deck fitted with storm valves & screw down caps at inner ends.  
 All sanitary discharges about 2'-0" above or 3'-0" below freeboard deck, fitted with storm valves & efficient traps at inner ends.

Particulars of Side Scuttles:—

Sidelights in Shelter deck space have no deadlights.

Particulars of Guard Rails:—

None.

Particulars of Gangways, Lifelines, etc.:—

None.

Particulars of Freeing Arrangements.

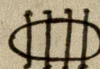
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
Shelter deck ...	Full length	3'-6"	3'-10" x 1'-5"	10	52.3 $\phi$	40 or 28
Forward Well ...	✓					176

State position of each freeing port ... } After Well:— } For position see sketch on Page 4.  
 (F. and A. position and height above deck edge) } Forward Well:— }

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—

Additional area where sheer is less than standard.

sill 10".



Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	✓	3A	4 1/2 x 3 x 3A	31"	✓	✓	✓	8'-8 1/2"
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead ...	✓	3A	4 1/2 x 3 x 3A	31"	✓	Full height x 4'-0"	3"	8'-8 1/2"
Bridge, Forward Bulkhead ...	✓							
Forecastle Bulkhead ...	✓							
Trunk, Aft ...	✓							
Trunk, Forward ...	✓							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓							
Exposed Machinery Casings on Superstructure Decks ...	✓							
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	38	28	3 1/2 x 3 x 32	30"	Blts. top	6'-0" x 2'-6"	13 1/2"	8'-8 1/2"
Deckhouses on Flush Deck Ships ...	✓							

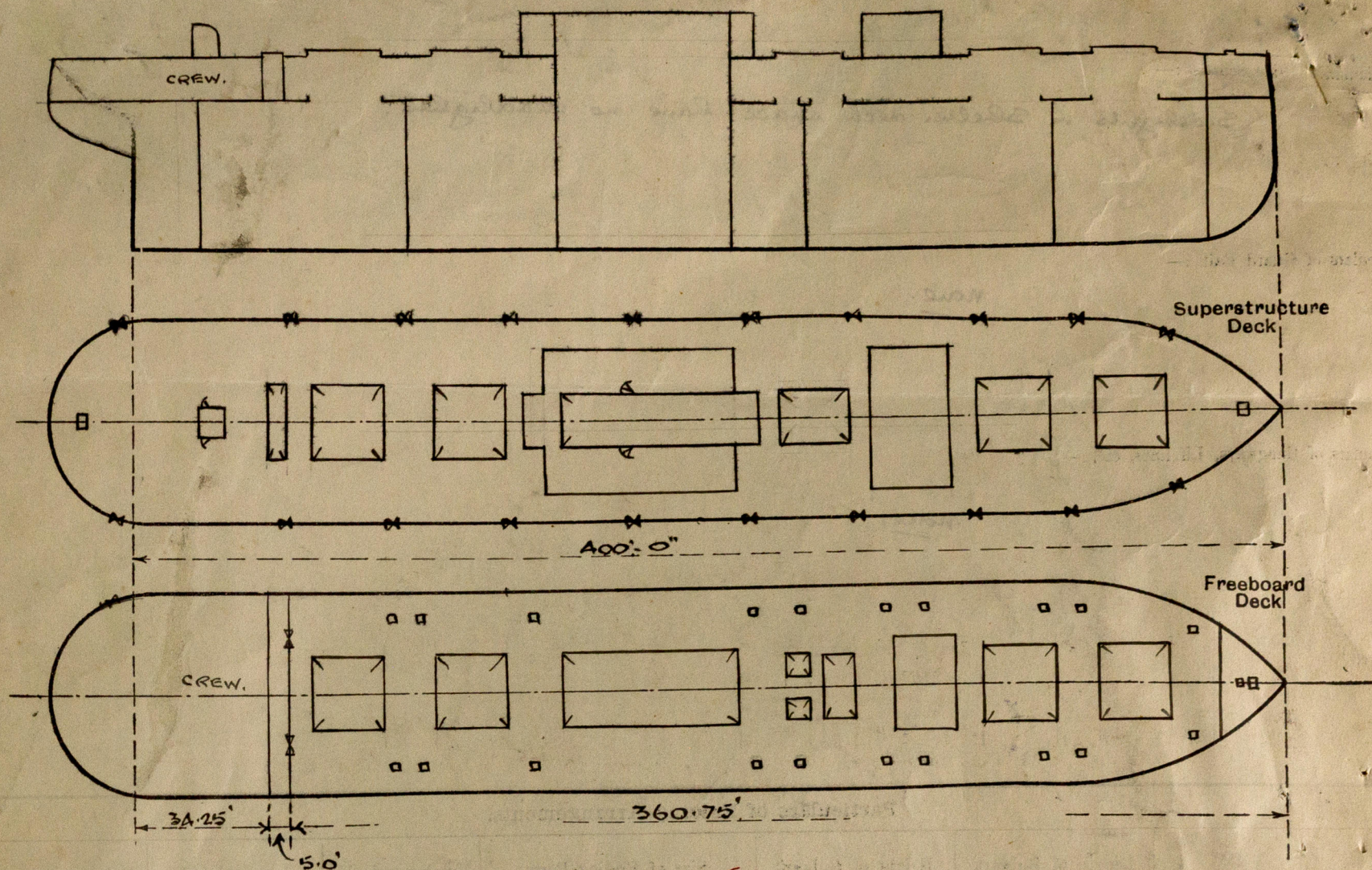
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ...	None.
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead ...	2 openings full height with weatherboards in channels, sill 3".
Bridge, Forward Bulkhead ...	✓
Forecastle Bulkhead ...	✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓
Exposed Machinery Casings on Superstructure Decks ...	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	2 steel doors in halves 6'-0" x 2'-6" sill 13 1/2" operated both sides.
Deckhouses on Flush Deck Ships ...	✓



King Egbert

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



Sheathing on Shelter deck aft over accommodation 3" P. Pine. ✓

State any special features in the construction of the ship:—

Small Hatches.

Water deck deck tank hatches 2 @ 10'-0" x 9'-0" coaming 10" channel, with w.t. steel bolted covers.  
 " " " escapes 4 @ 2'-1" x 2'-0" " 15" " " " "  
 " " hold " 16 @ 2'-10" x 2'-8" " 12" x 40 with hinged wood covers efficiently battened.  
 Shelter deck tonnage opening 20'-0" x 5'-0" coaming 9" B.A. with efficient temporary means of battening.  
 " " fore peak hatch 3'-0" x 2'-8" " 12" x 40 with wood covers efficiently battened.  
 " " galley bunker hatch 2'-3" x 1'-11" " 15" x 40 " " " "  
 " " store hatch aft 2'-3" x 1'-8" " 15" x 40 " " " "

Tonnage well washports 2 @ 3'-0" x 12" sill 3" with hinged steel covers.

Vessel surveyed afloat & confined to freeboard.

Builder's name and yard number Harland & Wolff Ltd. No 759.

Names of sister ships 'King Edgar' 'King Edwin'.

Owners King Line Ltd. (Dodd Thompson & Co. Ltd.)

Fee £ 12 : 15 : 0. Received by me.

9/22/32



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